

Jan. 23.

Jan. 23.

25

CAPT. F. A. NUNAN ON BEAM TRAWLING

Says Schooners Must Surely Go If Something Is Not Done.

Capt. Frank A. Nunan, one of the best known skippers along the New England coast has very pronounced ideas regarding the destruction that is being done to the fishing grounds by beam trawling and believes that the time has come for action if our fisheries are to be preserved. Capt. Nunan is probably about as well posted a skipper as ever engaged in the market haddock fishery, and is therefore fully equipped from a standpoint of practical knowledge to discuss the subject, which he does in the following communication to the Times:

How Capt. Nunan Looks at Beam Trawling.

To the Editor of the Times:—Under date of January 15, you published an article taken from a Boston paper, supposed to be my view of the beam trawling situation. Perhaps some of your readers have been interviewed by a Boston reporter, and those same readers could not repress a smile at the interview as it appeared afterward in print. In consequence of this will you please print the following:

The beam trawlers are doing an incalculable harm to the fishing grounds and industry, and are driving many schooners out of business or else compelling their owners to seek more remote fishing grounds.

The schooners must give way sooner or later. It must be either the one or the other in time, and indications point to the supremacy of the steamers, if nothing is done.

When we stop to consider that over four hundred beam trawlers are landing their fish at Grimsby, England, our fleet of five looks small.

I am informed that four keels are laid, or about to be laid, for new steamers, and that means by next summer there will surely be nine, and more likely twelve to think about.

If beam trawling was something new it would be different, but it has been tried out in England and France, and we have men who have been in those steamers who tell us of the destruction they do to the fishing banks and the condition of the business.

We are losing our sailors fast, for they like their independence. A great many of our best men have gone to the Pacific and the Gulf of Mexico, and we surely miss them. Newfoundland is buying many of our boats and keeping their men at home.

When I was a boy we were sending Newfoundland supplies, for at

times they were in a starving condition.

Nova Scotia fishing is coming up by bounds and ours is steadily going down, down.

Appeal for Investigation.

I say, remain here and fight it out, and make one earnest appeal to the government to investigate this fishing right away.

It is labor and independence against something not right.

By way of an illustration we will take the day before Christmas, or the day before a big storm which is seen to be surely coming.

The old way:—"Well, boys, go home. We won't go out tonight."

The new way:—"Well, wife, the Bay State Fish Company says I must go out tonight. You know I am hired. I must go, for if I don't there is someone to take my place on the wharf. Good bye. Think of me tomorrow."

I think everybody should sign our petition, including John R. Neal, and the Bay State Fishing Company.

We don't know what one or more men will do who have money, but let us make our petition so long that people will take notice.

We know the backers of the beam trawlers will fight before they give up their proposed plan which is this: To control the fresh fish business; to have their own wharf; to have their own store for fitting out steamers; to have ice houses, railway and lastly, to sell their own fish. Think it over everybody.

Thirty Steamers Will Supply T Wharf

Thirty beam trawlers will supply the Boston fresh fish market with haddock, until they destroy the fishing grounds, which they surely will do.

Fish will be cheaper at first, but when they get control your haddock chowder will cost you more than at the present time.

The question will come up, "Why didn't you start sooner." Last year we had reciprocity to go with beam trawling.

It may be a "ghost" we are seeing now, but I think not.

While I have my pen in hand, I want to have a word at the gill nets (cod and haddock). If you only knew the damage they are doing to our shore fishing.

The haddock nets should never be put into the water in the months of March, April and May. It is bad enough at any time, but in the spawning season it is awful.

I like to read the Gloucester Daily Times and would like to read the ideas of other men on this subject.

Very truly yours,

FRANK A. NUNAN.

Jan. 23.

GORTON-PEW CO. ADDS TO ITS FLEET

Has Purchased the Whorl Fleet of Provincetown Salt Bankers.

The great fleet of vessels owned by the Gorton-Pew Fisheries Company will be augmented by the addition of schs. Gladstone, Monitor, American and Lottie Brynes of Provincetown, which have been sold by Capt. Philip Whorl of that port, to the big concern here.

By the sale of these crafts, the salt bank fishery of Provincetown, which is nearly as old as the town itself, passes into history. Capt. Whorl has been engaged with his vessels in the Grand Bank salt cod fishing, their fares generally being landed here. Capt. Whorl, who is 70 years of age, will retire from business.

The Lottie Brynes was built at Essex in 1876. She is 97 tons gross and 68 tons net.

Sch. Monitor was built at Essex in 1886 and is 110 tons gross and 78 tons net. She formerly belonged here.

Sch. Gladstone was built at Essex the same year, 1886, and is 97 tons gross and 68 tons net. She was formerly owned here.

Sch. American, was built at Essex in 1891. She is 124 tons gross and 99 tons net. She also was formerly of this port.

It is the intention of the Gorton-Pew Company to use the fleet in the Labrador salt cod fishing the coming season.

Committee Working Hard.

FIGHT TO PUT END TO BEAM TRAWLING IS PROGRESSING.

The local committee having in charge the general plans, gathering of data and other material which will be presented to the Congressional committee at Washington, when the bill for the eradication of beam trawlers and the prohibition of their catches being landed in American markets come up, are hard at work, and that the campaign will be conducted along systematic lines and the strongest kind of an argument laid before the committee when the time arrives is certain.

Canada, it will be remembered, passed a law last year, prohibiting the use of beam trawlers within the three mile limit. That the Canadian fishermen are strongly in opposition to this method of fishing and will give all the aid in their power to the interests along the New England coast, who likewise hope to prohibit the use of beam trawls is evident from encouraging advices that are being received.

Several days ago, Capt. Henry M. Atwood, chairman of the local committee, received a communication from F. B. McCurdy, member of the Canadian parliament asking for data and other information which might be obtainable concerning beam trawling. Secretary Freeman forwarded one of the committee's circulars the receipt of which Mr. McCurdy has acknowledged.

Jan. 23.

MANY FEARS FOR HER CREW.

SCH. CLARA R. HARWOOD WAS OUT 33 DAYS ON RED SNAPPER TRIP.

Thirty-three days out from Pensacola and thought lost, the smack Clara R. Harwood, formerly of Rockport, now of the E. E. Saunders Fish and Ice Company arrived from the snapper banks Wednesday evening. During the past few days Pensacola fishermen have been entertaining some fears as to the safety of the little ship, she being out an unusually long time.

The captain of the Harwood stated that he encountered severe weather during a major portion of the time and much of the time was spent in shelter behind different reefs on the Campechy banks.

It is a rather unusual occurrence for a smack to remain out more than 30 days and therefore more or less anxiety was felt for the Harwood on this occasion. A catch of only 10,000 pounds of snappers was reported.

Jan. 24.

CONSTELLATION HAS HERRING.

OTHERS OF THE FLEET LOOKED FOR BEFORE THURSDAY MORNING.

Sch. Constellation, Capt. Jerry Cook, arrived here during the early part of the forenoon from the Bay of Islands with a full cargo of herring, consisting of 600 barrels of frozen, 240 barrels of salt and 60 barrels of pickled herring for Orlando Merchant.

None of the off shore fleet have put in an appearance here, although it is quite likely that some of the trips now due will come here, as the Boston market is pretty well supplied.

The little fleet of gill netters struck good fishing yesterday and brought in about 30,000 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. Mindora, gill netting, 1000 lbs. fresh fish.
- Str. Ibsen, gill netting, 1500 lbs. fresh fish.
- Str. Alice, gill netting, 1000 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 1000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 1600 lbs. fresh fish.
- Str. Rough Rider, gill netting, 1800 lbs. fresh fish.
- Str. Quoddy, gill netting, 1000 lbs. fresh fish.
- Str. Nomad, gill netting, 2000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 1000 lbs. fresh fish.
- Str. Enterprise, gill netting, 1500 lbs. fresh fish.
- Str. Bethulia, gill netting, 2500 lbs. fresh fish.
- Str. Margaret D., gill netting, 5000 lbs. fresh fish.
- Str. Venture, gill netting, 600 lbs. fresh fish.
- Str. Eagle, gill netting, 1500 lbs. fresh fish.

Sch. Constellation, Bay of Islands, N. F., 600 bbls. frozen herring, 240 bbls. salt herring, 60 bbls. pickled herring.

- Sch. Valentina, shore.
- Sch. Belbina P. Domingoes, shore.
- Sch. Georgiana, shore.
- Sch. Catherine D. Enos, shore.
- Sch. Mary DeCosta, shore.
- Sch. Edith Silveria, returned.
- Sch. Rita A. Viator, returned.
- Sch. Jorgina, returned.
- Sch. Mary B. Greer, shore.
- Sch. Harry A. Nickerson, via Boston.
- Sch. Clintonia, via Boston.

Vessels Sailed.

- Sch. Valentina, haddocking.
- Sch. Edith Silveria, haddocking.
- Sch. Clara G. Silva, haddocking.
- Sch. Rita A. Viator, haddocking.
- Sch. Annie and Jennie, haddocking.
- Sch. Mary P. Goulart, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Adeline, haddocking.
- Sch. Matthew S. Greer, haddocking.
- Sch. Rebecca, haddocking.
- Sch. Jorgina, haddocking.
- Sch. Actor, haddocking.
- Sch. Washakie, haddocking.
- Sch. Frances V. Sylvia, haddocking.
- Sch. Little Fannie, haddocking.
- Sch. Margaret, halibuting.
- Sch. Cavalier, halibuting.

Jan. 24.

Portland Fish Notes.

There was unwonted activity on Commercial and Central wharves, Portland, Monday, unwonted because it has been a long time since there has been fish enough at this port to make the men at the fish houses hurry. But Monday, the greater part of the local fleet came in and the men were kept busy. The following fares were reported: Albert W. Black, 2000; Katie L. Palmer, 5000; Albert D. Willard, 5000; Edmund F. Black, 4000; Eva and Mildred, 4000, and Lizzie May, 2000 for the F. S. Willard Company; Fannie Hayden, 4000; Bernie and Besie, 3000; Fanny Reed, 10,000; Watauga, 1900 and Topsail Girl, 3000 for the dealers on Commercial wharf.

Jan'y 24.

FIRST OF ICE BOUND FLEET HOME

Capt. Jerry Cook Brings Constellation In Here This Morning.

Reports Seeing Little Ice In Gulf of St. Lawrence.

Sch. Constellation, Capt. Jerry E. Cook, one of the recent ice-bound fleet at the Bay of Islands, N. F., which with the 16 other crafts made a successful dash for open water last Wednesday, after the ice had been carried off shore, is the first to arrive home, reaching here early this afternoon.

Just as soon as the much hoped for southeast wind struck the coast and carried the ice away from the mainland, Capt. Jerry Cook, her skipper, lost no time in getting the craft underway and he drove her down the gulf to escape the ice floes.

But little ice was encountered, however, and the Constellation kept on, never stopping for anything. The first night out they struck it pretty hard, and it blew quite a gale. The Constellation was bowling along at a good rate when Allen McDonald, whose loss has previously been reported was carried overboard.

In speaking of the sad affair, Capt. Cook says they were off Port au Port at the time and McDonald was crotching the main boom, when he slipped on the icy rail and went overboard, taking the crotch with him.

McDonald was successful in grasping the log line to which he held on until the line parted. A dory was put over and the vessel was brought to and Capt. Cook made a search for McDonald, but nothing more was seen of him after that.

After the sad mishap, the Constellation continued on her homeward voyage and spoke the Androscoggin the next day.

The remainder of the trip was made without incident, the craft making good time, arriving here in seven days, after a good run, using no gasoline since Sunday. The Saladin, Capt. Wallace Parsons, was close behind the Constellation, but the others of the fleet, Capt. Cook did not see after leaving the Bay of Islands. All are on their way home and are expected here during the week.

Capt. Cook complained of feeling ill after arriving ashore, and as soon as he reported to the custom house, he went to his home for rest.

No Dory Without a License.

A despatch was received by the Gor-

ton-Pew Fisheries Company yesterday from Capt. Joseph V. Bonia, who with Capt. Reuben Cameron, accompanied Capt. Daniels on the Andro-



CAPT. JERRY E. COOK,
Skipper of Sch. Constellation First of
the Ice Bound Herring Fleet
Home.

scoggin to the Bay of Islands, stating that the cutter was at Halifax yesterday to coal. Capt. Bonia reports that sch. Maxine Elliott was there, minus her only dory, and wanted to purchase another, but was unable to do so unless she first procured a fishing license.

Benjamin A. Smith, vessel manager of the firm wired the U. S. Consul concerning the facts of the case to investigate, since the dory was necessary to life and was not for fishing purposes. Later word was received from Capt. Bonia that the Elliott had started for home, having left without her dory and minus her jib.

One of Bonne Bay Fleet Heard From.

Sch. Smuggler, one of the crafts that was released from the ice at Bonne Bay was reported at Port aux Basques yesterday.

Jan. 24.

BATTERED BY FIERCE GALES.

**SCH. ARTHUR D. STORY AT PORT-
LAND WITH SAILS TORN AND
DECK SWEEP.**

Sch. Arthur D. Story, Capt. William Sloan of this port arrived at Portland Monday from a four weeks' cruise on the La Have Banks after one of the worst trips the veteran skipper ever experienced.

Capt. Sloan was on the banks for 20 days and during that time was able to pick out four days in which he could make any attempt at a catch. Constant gales were experienced, with terrific seas, and intensely cold weather prevailed nearly all the time, the schooner icing up badly.

She was boarded continually by heavy seas and had part of her bulwarks on both sides stove, her fore-sail and jib torn to pieces, while one huge wave which swept over stove her only dory into kindling wood and swept the fragments overboard.

The craft lost anchor and quite a long stretch of cable on the banks, and taken altogether, was in pretty bad shape when she made port, while her crew were almost worn out with the hardships undergone on the cruise.

Her gurry kids and salt boxes had also been swept overboard, as well as everything else that was movable. As might be expected, her fare was a meagre one, only 1000 pounds of halibut and 12,000 pounds of salt cod.

The schooner did not come to the wharf, the water boat Doris bringing the halibut ashore to the J. W. Trefethen Co., while the salt fare will be taken to this port by the schooner.

HARVEST FOR THE SMOKERS.

**HADDOCK AT T WHARF SOLD
DOWN TO \$1.25 THIS
FORENOON.**

The T wharf market was pretty well stocked with fresh fish this morning, just 20 arrivals being there, including several of the off shore fleet, while others are expected during the day.

The largest trip of the winter was brought in by sch. Fannie Belle Atwood, Capt. John Atwood, which arrived yesterday afternoon. Capt. Atwood hauled for 100,000 pounds, mostly haddock and secured his catch on the southern part of Georges.

Other big fares are schs. Stiletto, 70,000 pounds, Slade Gorton, 72,000 pounds, Diana, 70,000 pounds, Quannapowit 62,000 pounds, Patrician 80,000 pounds, Romance 58,000 pounds, Ellen C. Burke, 56,000 pounds, and the steam trawler Swell and Surf with 60,000 and 75,000 pounds each.

Haddock sold low, bringing from \$1.25 to \$2.50 a hundred weight. Large cod sold from \$3.50 to \$5, markets, \$2.75 to \$3; pollock, \$3 to \$3.50; and hake, \$4 to \$6.

Boston Arrivals.

The fares and prices in detail are:

Sch. Jeanette, 9000 haddock, 5000 cod.
Sch. Mary Edith, 4000 haddock, 800 cod.
Sch. Mary E. Silveira, 8000 haddock, 1200 cod, 1500 hake.
Sch. Mabel Bryson, 7000 cod.
Sch. Olive F. Hutchings, 5900 haddock, 900 cod, 1000 hake.
Sch. Stiletto, 65,000 haddock, 4000 cod.
Sch. Eleanor DeCosta, 12,000 haddock, 2000 cod, 2000 hake.
Sch. Yankee, 3500 haddock, 1000 cod, 1000 hake.
Sch. Alice, 10,000 haddock, 400 cod.
Sch. Slade Gorton, 70,000 haddock, 2000 cod.
Sch. Diana, 70,000 haddock.
Sch. Quannapowit, 60,000 haddock, 2800 cod.
Sch. Patrician, 75,000 haddock, 5000 cod.
Steamer Swell, 59,000 haddock, 700 cod.
Steamer Surf, 75,000 haddock, 800 cod.
Sch. Romance, 55,000 haddock, 3000 cod.
Sch. Manomet, 6000 haddock, 1000 cod, 2000 hake.
Sch. Stranger, 7500 haddock, 2200 cod, 200 hake.
Sch. Ellen C. Burke, 55,000 haddock, 1500 cod.
Sch. Fannie Belle Atwood, 90,000 haddock, 11,000 cod.
Haddock, \$1.25 to \$2.50 per cwt.; large cod, \$3.50 to \$5; market cod, \$2.75 to \$3; pollock, \$3 to \$3.50; hake, \$4 to \$6.

Jan. 24.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock, 90c; round 80c.
Bank halibut, 19 1-2 c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$2.50 per bbl.

Jan'y 25

MUST BE JUST ABOUT FULL.

**SCH. GLADYS AND NELLIE AT T
WHARF HAS 115,000 POUNDS
OF FISH.**

Four off shores and seven shore crafts with fares aggregating about 340,000 pounds of fresh fish were at T dock this morning.

Sch. Gladys and Nellie, brought in a monster fare, halling for 63,000 pounds of haddock, 27,000 pounds of cod, 2000 hake, and 12,000 pounds of pollock.

Sch. James V. Parker and Raymah have between 75,000 and 80,000 pounds each and the Terra Nova, 30,000 pounds.

The market is pretty well supplied with haddock, and as it is nearing the end of the week, and other off shore trips are expected, some of the fish may come home to the smokers.

Haddock sold at an advance over yesterday's figures and brought from \$1.75 to \$3.90 a hundred weight. Large cod sold at \$5 and market cod from \$2.50 to \$3, while hake brought from \$4 to \$5.

Boston Arrivals.

The fares and prices in detail are:

Sch. Elizabeth W. Nunan, 7000 haddock, 2000 cod, 2500 hake.
Sch. Gladys and Nellie, 6300 haddock, 27,000 cod, 2000 hake, 12,000 pollock.
Sch. Terra Nova, 21,000 haddock, 6000 cod, 4000 hake.
Sch. James V. Parker, 75,000 haddock, 2500 cod.
Sch. Raymah, 75,000 haddock, 4000 cod.
Sch. Washakie, 4300 haddock, 400 cod, 1000 hake.
Sch. Annie and Jennie, 2500 haddock, 1000 cod.
Sch. Little Fannie, 2500 haddock, 1000 cod.
Sch. Priscilla, 5500 cod.
Sch. Adeline, 5000 haddock, 800 cod, 500 pollock.
Sch. Mary DeCosta, 6000 haddock, 1500 hake.
Haddock, \$1.75 to \$3.90 per cwt.; large cod, \$4 to \$5; market cod, \$2.50 to \$3.50; hake, \$4 to \$5.

PORT OF GLOUCESTER.

Arrived Today.

Tug Sadie Ross, Boston.
Tug H. S. Nichols, Boston.
Barge West End, Rockport.

Coastwise Fleet.

Sch. Ervin J. Luce, Rockport for Boston.
Sch. Hunter, New York for Calais.
Sch. Alaska, New York for Calais.
Sch. Reliance, Boston for Newburyport.

Str. Hercules, Boston for Newburyport.

Sch. Erwin J. Luce and sloop Albert Baldwin sailed from Boston yesterday for Rockport. The former craft put in here for harbor last evening.
Sloop America from Rockport with stone arrived at Boston yesterday.

Haddock Here to Split.

Schs. Fannie Belle Atwood and Thomas S. Gorton at Boston yesterday were towed here yesterday afternoon with their haddock fares which sold to the Gloucester Fresh Fish Company for \$1.25 per hundred weight. The Atwood has 95,000 and the Gorton 60,000 pounds which will be used for smoking.

Fishing Fleet Movements.

Sch. Edmund F. Black and George H. Lube were at Portland, Thursday.
Schs. Lottie G. Merchant, Theodore Roosevelt and Massachusetts of the imprisoned Bay of Islands herring fleet were at Louisburg last Saturday en route for this port with full cargoes of herring.

Put Herring In Freezer.

Sch. Constellation, Capt. Jerry Cook which arrived from Bay of Islands yesterday was towed around to Gloucester Cold Storage and Warehouse Company's freezer yesterday afternoon where she will take out her frozen herring.